

NO OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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4. After 1 October 1952, the German locomotives have no longer been coaled in Kutno but in Sochaczew. According to Polish railroad pilots, the change was ordered by the Soviets because coaling operations in Kutno took up to seven hours while only about two and a half hours were required at Sochaczew. 6

5. The Soviets made the Polish railroad authorities take special security measures in order to prevent raids against railroad installations and trains. While traveling between Frankfurt/Oder and Kutno from 5 to 20 October, [redacted] Polish railroad police at every bridge. The line itself was patrolled by double-serenities of the Polish railroad police. Between Kutno and Brest Litovsk, the line was patrolled by groups of five men. Particularly exposed line sections and bridges were lighted by spotlights at night. By order of the Soviets, special security locomotives must precede leave trains and the so-called Blue Express by one block section.

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6. [redacted] Comment. It was previously known that the line between Tesen and Marienburg, a part of the Danzig-Larsaw railroad line, was double-track [redacted]

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7. [redacted] Comment. It is on the Poznan-Frankfurt/Oder railroad line, while Koscian could not be found on available maps. [redacted] Comment. [redacted] Kostrzyn (053/766) or Koscian (P53/X02).

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8. [redacted] Comment. The line taken by that train has been provided for trains carrying goods which exceed standard clearance limits.

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9. [redacted] Comment. Information on the construction of this new line was transmitted previously. [redacted]

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10. [redacted] Comment. A schedule for the coaling of German locomotives operating through Poland for the Soviets was transmitted previously.

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